MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical **A**pplication **G**uide **S**heet

Drafting/Fill Site
(Revised March 2015)

Driver Performance Competency: The driver candidate shall display proficiency in obtaining and keeping a draft from a static water source. The candidate will set up two fill stations capable of filling tankers at a minimum rate of 500 GPM each per SOP (Optimal fill rate is 1000 GPM each).

1. Select drafting site ensuring adequate water depth. Ensure entrance and egress for takers. _____(5)

2. Stop Engine and apply parking brake. _____(3)

3. Place wheel chock in appropriate location. _____(3)

4. Remove 6" NST to Storz 45 degree elbow on drafting intake, preferably Drivers Side MIV if possible. _____(3)

5. Select the proper strainer for operations. Connect the strainer to the hard sleeve and connect other end to intake. Check for gaskets and ensure all connections are air tight. Attach rope to strainer. Ensure intake screen is intact and properly mounted. Place the hard sleeve with strainer into the water source. Ensure strainer is clear of debris from water source. _____(3)

6. Ensure all unused intakes and discharges are closed and blind caps are placed on them. _____(3)

7. Ensure all bleeders are closed. _____(3)

8. Establish a way to continuously circulate water maintain draft.
   Example Options:
   Attach circulating line to Drivers Side 2 1/2" and run it back into the water source.
   Open Deck Gun and flow into water source.
   Deploy flowing handline. _____(3)

9. Close pump cooler. _____(3)

10. Set up a minimum of two filling stations using LDH manifold with ¼ turn ball valves with two LDH supply lines attached capable of filling tankers at minimum of 500 GPM each. _____(5)

11. Engage pump. Listen for pump to engage, speedometer reading approximately 10-15 MPH and green "Ok To Pump When Lit" indicator light in cab should be illuminated. Operator should also hear Air Compressor engage. _____(3)

12. Operator will confirm the following: Pump panel is illuminated, FoamLogix Pump is on, Air Compressor is on, there is positive discharge pressure on the Master Discharge Gauge and the "Tank To Pump" valve is open. _____(3)

13. Ensure Tank Fill is closed. Close Tank TO Pump valve. _____(3)

14. Open TPM to adequate pressure. _____(3)

15. Turn off Air Compressor and Foam Pump. _____(3)

16. Select appropriate intake with 4-Way priming valve. _____(5)

17. Throttle up to 1100 RPM. _____(3)

18. Pull primer valve to bring water up to MIV
(Engage primer for no longer than 45 seconds.) _____(3)

19. Simultaneously: open MIV, throttle up to between 50 and 100 PSI, release Primer and open Circulating Line. _____(3)

20. If no pressure can be generated, troubleshoot and try again. _____(3)

21. Open up valve, filling line to Gated Wye. _____(3)

22. Always check with tanker driver to ensure supply pressure. _____(3)

23. Throttle to proper discharge pressure: _____(5)
EP = SP(35PSI) + FL +/ - Elevation + Device(s)

Discharge Pressure_____

24. Set TPM control device. _____(3)

25. Monitor: Engine, pump panel, hose lines and radio.
Anticipate problems – troubleshoot if necessary. _____(3)

26. Explain possible problem causes of the following and remedy:
    1. Increased vacuum reading:
        (Blocked strainer)
    2. Low vacuum reading:
        (Air leak) _____(3)

27. To shut down operations – Throttle down, close discharge(s), close intake, take pump out of gear. Drain pump <u>completely</u> with "Master Drain Toggle." _____(3)

28. Open "Tank to Pump" with Master Drain open to refill pump with tank water. Close Master Drain THEN close Tank to Pump. _____(3)

29. Back flush pump with clean water as soon as possible. _____(3)

30. Return TPM to "0" and ensure Engine is ready to return to service. _____(5)

<u>Critical Fail Points</u>

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

-Failure to use wheel chock
-Failure to attach proper strainer
-Activation of TRV
-Failure to properly set TPM at any stage of the evolution
-Failure to refill pump after draining
-Open Pump Cooler or Tank Fill during evolution
-Failure to turn off CAFS Air Compressor and/or Foam Pump
-Failure to achieve and maintain a draft after reasonable attempts
-Drafting without intake screen

PASS **FAIL**

_____ _____

Test Evaluator **Date**